



THE CENTRE REPORTER

FRED KURTZ, -- EDITOR

The wife of ex-president Hayes died on Tuesday.

Simon Cameron died at 8 o'clock on Wednesday night.

A collision of freight trains on Penn'a road, on Wednesday, near Latrobe, Pa., killed 15 or 20 persons.

In Berks county the wheat midge has made its appearance in some sections, and is doing considerable damage. In Longswamp township an insect is eating off the wheat heads. The grain is changing color rapidly and the harvesting will commence this week.

A Williamsport paper claims that the financial loss there is \$10,000,000 greater than at Johnstown. Those are big figures gentlemen. Can't you modify just a trifle, asks the Clinton Democrat. Of course they can Joe, and to please you we know they'll put it only \$9,999,984.

The keystone of the immense viaduct a short distance west of the South Fork bridge has been found five miles beyond the place where the viaduct formerly stood. It is the intention of the finder to send the keystone to the Masonic Temple, Philadelphia, to be preserved as a relic of the memorable flood.

All the local physicians met accidentally at the Bedford Street Hospital Friday night. They represented all parts of the stricken city, and after discussing the calamity, all joined in the conclusion that not a soul less than 10,000 people were lost in the flood.

On account of the general knowledge of the people possessed by the physicians the estimate is looked upon as reliable.

The London Court Journal says: There is some probability of our having india rubber roadways in the metropolis. Two German engineers have come over to consult with the authorities on the subject, and should the County Council be agreeable, there is no reason why London horses should not soon enjoy the luxury of a soft and firm foothold, especially if they are shod with the shoe that is intersticed with india rubber.

We are opposed to having rubber roads in the U. S., for then congressmen and other officials would stretch them to get more mileage.

The Clearfield Republican makes the following excellent point: "Those farmers who voted for 'protection' last fall are just beginning to realize the benefits (?) of their action. On the day that Harrison was elected President, granulated sugar was retailing at 7 cents per pound, and in some places even cheaper than that. Now, less than three months after his inauguration, it is selling for ten cents per pound, with a good prospect that it will reach twelve cents by fruit canning time. There is no doubt about 'protection' protecting the sugar refiner. But how about the other fellow—the consumer?"

The destitution of the miners of Clay county, Indiana, has become so great that Governor Hovey finds it necessary to issue a proclamation calling on the people of that state to help the starving coal diggers and their families.

Governor Hovey is a republican, and during the last presidential campaign he did all within his power to convince the Indiana workmen that reformation of the tariff meant loss of employment to them and a general suspension of the protected industries throughout the country.

Now under his hand and seal he is forced to admit that high tariff is a colossal fraud. Verily the republican chickens are coming home to roost.

The tariff protected sugar trust in 1888 cleared the enormous sum of \$14,000,000, and in the five months preceding June of this year \$6,230,000. The price of sugar has been made so much higher than the profits during the rest of the year that the necessity is larger. This combination, so well protected by the tariff, could not have existed but for the unjust tariff laws now in force, and no condition of affairs would ever tempt the men controlling it to relinquish a particle of their profits. They have a good thing and they know it.

But what can be said of the heads of many families throughout the United States who have a bad thing and are too blind to find it out. Light is beginning to dawn, however, on many who were frightened by the bugbear cry of free trade during the last campaign, and beneficent results will follow.

Some of the larger cities of Denmark have adopted a law which is constructed on the principle of retributive justice, and which should find its way into every American community in which liquor selling is authorized by law. A dispatch from Copenhagen says: "The Danish police are under instructions to drive in a carriage to his home every drunken man found on the streets or in the parks. A man too drunk to tell his name is taken to a station house and kept there till he becomes sufficiently sober to give his address. Then he is accompanied to his residence by an officer in a cab. The carriage bill in both cases is sent to the saloon keeper who sold the drunken man the last glass of liquor before his arrest. Suitable ordinance provides for the enforcement of the payment of the bill by the saloon keeper." It would be difficult for any fair minded and humane man to find any objection to such a law. The Danish municipality recognizes its obligations to the man who is made drunk in one of the saloons which exist by its permission and sell liquor under its sanction. Instead of arresting and fining him and confining him in a foul pen, redolent with vile odors and alive with all manner of creeping things, the Danish authorities take the man to his home, if he has one, and the liquor dealer pays the bill.

It is pleasing to hear of the way in which the work of clearing up the ruins of Johnstown and rebuilding its homes, streets and shops is carried on. Over 5,000 laborers and mechanics were engaged in this work last week, and though the number has been reduced since then, it is yet as large as is necessary. A good many stores are in running order and doing business, and the erection of one hundred others on the public square has been begun. A hundred portable houses, each of them capable of accommodating a family, have been ordered from Chicago, and all of them will be furnished from the funds held by the Relief Committee. The large manufacturing establishments also are preparing to resume operations, and two of them, the Cambria Iron Company and the Gantier Steel Company, paid out about \$400,000 in wages last week. The Pennsylvania Railroad managers also have performed some extraordinary feats of engineering in the way of replacing bridges and restoring roadbeds near Johnstown. In short, it has become evident within the past few days that the survivors of the great flood are not to be left in despair, and that the funds contributed for their relief have been servicable in many ways. Yet it is a melancholy fact that, even now, there are 25,000 people in Johnstown who must receive their daily food from the hands of charity.

The Philadelphia Press is evidently angry at the charges made by the Prohibition party that bad faith was exhibited by the leaders of the Republican party in the submission of the prohibition amendment. It says there is "a decided air of absurdity in the statements of the persons disappointed over its defeat." It asks them "what they mean by bad faith." It might be answered that, after coddling the Prohibition party, and inserting in their platform a resolution to submit to the people, for the purpose of catching the prohibition vote, in which purpose they succeeded, and making profuse promises of help, the G. O. P. leaders not only did extend the promised help, but organized a strong and effective opposition against the Prohibitionists. This is what is meant by bad faith.

It was never intended that the promises made should be kept.

There are indications that electricity stored in batteries may soon displace horses as a means of propelling street cars. The Fourth Avenue line in New York, which is owned by the Vanderbilt, has been experimenting with storage battery cars for some time. They have been found to work so well that thirty more of them have been ordered, and the officers expect before long to order enough of them to displace the 200 horse cars now in use on that line. This is an ideal system of propulsion. It does away with the dangerous overhead wires and the conduit system, and is clean and noiseless. It is estimated that it will cost on an average two cents per mile to run a car by the storage battery system. This is said to be cheaper than horses.

If the system has been sufficiently perfected to work without trouble we may expect to see it put in general use. The saving in horseflesh and the advantage to the public health in the way of cleanliness are weighty arguments in favor of such a change. About 15,000 horses are employed on the street car lines in New York.

The fact that a live cat was unearthed from the Johnstown debris on Saturday after a fast of three weeks, will not surprise anybody who has ever tried to kill one of those melodious animals.

There are in Boston over 400,000 people. Of these 205,850 go to church on Sunday. The rest go somewhere else or stay at home.

An Italian lady, Doctor Guiseppina Cattani, has been appointed lecturer on pathology in the oldest school in the world, the University of Bologna. She is very beautiful, lectures to 800 students, and the boys are naturally "entranced by her eloquence." This is history repeating itself. Several hundred years ago, women doctors as lecturers in the University of Bologna were not uncommon.

The battles about Kenesaw mountain, Ga., took place from June 9 to June 30, just a quarter century ago. The Kenesaw fights were one continuous battle. The Union losses were 8,670. Napoleon at Marengo lost only 4,000 of his men. In the records of history there have been no such losses as were sustained on both sides in the American civil war. At Waterloo Wellington lost 15 per cent. of his forces. At Gettysburg the northern army lost 23 per cent., at Antietam 29 per cent. In the bloody battles of the Wilderness the Army of the Potomac lost 31 per cent. of its soldiers in killed, wounded and prisoners.

Causes of Poverty.

A statistical examination into the causes of poverty has been made by Mr. Amos G. Warner. He calls poverty a disease. In this his logic is at fault. Poverty may be the outward and manifest evidence of mental and physical degeneracy, but in itself it is not the disease. That lies deeper. The poverty is the effect of the disease. The drink habit is largely responsible for poverty, Mr. Warner finds. But the drink craving itself is a result of weakness or physical exhaustion. If mind and body could be generously nourished and strengthened among the very poor, the craving for intoxicants would cease, to a great degree. Personal depravity, depraved morals, is also another prominent cause of poverty. In other words, people are not wretched because they are poor, but are poor because they are wretched. We have from Mr. Warner's paper the astonishing information that the entire population of East London, 1,000,000 souls, are in a state of poverty.

The Southern Negro. Since 1863 the north has paid \$17,000,000 to educate the southern negro. Most of it has been collected and forwarded by the church societies. One society, the American Missionary association, alone has forwarded \$10,000,000. But the north has paid for negro education less than half as much as the south. Southern states since 1863 have raised by taxes \$37,000,000 for the same purpose.

As to the results attained, Gen. Armstrong, who has had charge of the negro and Indian school at Hampton, Va., ever since it started, is well qualified to speak. The Hampton school was established twenty-one years ago. It now has over 600 students, of whom 140 are Indians, the rest negroes. There were only fifteen pupils at the opening of Hampton Normal and Agricultural Institute. The students have opportunity to pay their expenses by manual labor. A farm and shops are connected with the school. The colored pupils earn nearly \$50,000 annually by manual labor.

Gen. Armstrong says: Labor is the greatest moral force in civilization, and the moral value of our industrial system is its chief excuse. Students who come to us with little or nothing can pay their school bills in labor, thus making their poverty a means of grace, for through its training in self help come skill, character and success.

The graduates go out among their own people all through the south and become teachers. They inculcate a higher morality, and new and better intellectual and industrial training. Gen Armstrong continues:

The negro is not what he was twenty-five years ago, and the next half century will see great changes.

The new industrial spirit that is waking the whole south is also reaching out and shaking up the black race too.

Bavarian Gall. There is no love lost between Prussia and some of the outlying little kingdoms she has annexed. Many Bavarians hate Prussia as heartily as France does the whole German empire. It will be a surprise to read the following editorial from The Bavarian Fatherland in reference to the recent troubles in Zanzibar:

In Zanzibar a drunken Prussian sailor wounded a native. Thereupon a general massacre was threatened. A detachment of marines was accordingly landed from the cruiser Leipzig to protect the bearded Prussian wine and the German consulate to which the Prussians had fled in their terror from the fury of the "rabble." Whoever does not fall down in the dust before a Prussian belongs henceforth to the "rabble."

So it was in Samoa, so it was here, so it is everywhere. First a Prussian gets drunk. Then he raises a row and insults whoever comes within reach of his rude fists. If this Prussian brutality is resented, then a "detachment of marines are landed," the devil is let loose and the blood and lives of a host of innocent persons are sacrificed. Would it be surprising, then, if the natives of Zanzibar laid hold of the Prussians and dropped them all together into the deepest depths of the sea?

We civilized Europeans are of course accustomed to let ourselves be trodden under foot by the Prussians. Therein consists a good part of our civilization. But those Orientals are so unaccustomed that they are not willing to submit to every indignity from a Prussian. Therefore, they must be "civilized" in Prussian fashion.

A Royal Magazine Writer.

"Carmen Sylva," who is the queen of Roumania, contributes an idyllic sketch to The Forum. She writes of the Roumanian peasant. Her sketch begins: A sun as big again as in the rest of Europe; the sky deep blue overhead, shading down to white; on the horizon a shimmering curtain of golden dust cloud; green maize and ripening wheat as far as the eye can reach; and in the vast sun scorched solitude a single cart drawn by black buffaloes moves slowly on as though of its own accord, though on closer observation the driver will be seen stretched prone on top of his high piled load; such is Roumania. The team comes to a bridge—for since King Charles began to rule there are bridges. But the peasant rises, stands straight up in his white blouse and white breeches, broad leather belt and felt hat, and drives his buffaloes past the bridge and almost perpendicularly down the steep bank into the water.

The exquisite word painting continues. Here a boy, with nothing on but an abbreviated shirt and enormous lambkin cap, hugs to his breast a goose nearly as big as himself. The married women all wear white veils constantly. From her wedding day, nobody, not even her husband, ever sees a Roumanian peasant woman's hair. As a matter of fact, a bride is expected to cry a little, when her hair is rolled up tight and tucked under her handkerchief which is henceforth to cover it during her earthly existence. Women who work in the fields wear frequently felt hats like men, but the hat must be put over the white veil. To die unwedded seems to both men and women the greatest misfortune that can overtake one.

The Roumanian peasants are unique. French fashions and modern ideas have not reached them. They are, therefore, the most picturesque and interesting people of Europe. Descended from the Roman colonists who settled the country under Emperor Trajan, they preserve still something of the noble carriage and dignity of character of the ancient Roman. They have aquiline features and piercing black eyes. But they are mixed with other strains of blood, both eastern and western. They are quite as much Oriental as European. There are 200,000 gypsies among them. The Roumanian language is a Latin dialect. But the admixture of wilder, younger and warmer blooded races than that of Rome has given to the people a fervid poetic temperament. The common people speak naturally in metaphor. "Have you any sons?" the queen asked of an aged peasant woman of graceful and imposing presence. "I had two first, but the tempest laid them low," was the reply.

One day the queen visited seven schools in Little Wallachia. "Never have I seen at once so many strikingly beautiful eyes," she writes. "The most incompetent school master surely never could spoil what the good God made so perfect."

The genuine Roumanian is the laziest of mortals. In the morning he drinks a glass of whisky. Through the day he has two meals, each consisting of some corn cakes and a couple of onions. Two days' work in the week will keep him abundantly supplied with these! Why should he work longer? In point of fact, he does not and will not work longer. Happy philosophy! Jolly content! What to him are revolutions and the contests of labor and capital? He owes his content and security to the fact that Roumania is a thinly peopled country.

Finally, the masculine Roumanian is not wildly devoted to wife and children. But he loves his mother passionately, and places her before everybody else.

Future of Steam.

Professor Thurston, of Cornell university, does not believe the steam engine will be superseded in a hurry by any other motor, not even electricity. He says, on the contrary, that improvements will continue to be made in it which will adapt it more and more to the mighty industrial enterprises of the centuries to come. Gas engines can be used for small industries, not for great ones. The first improvements will be in the direction of overcoming the enormous waste of fuel whereby speed and power are obtained. Great changes for the better in this respect have already been made. He prophesies that the next generation will see a steam engine driving a ship across the Atlantic in three or four days, at an expenditure of one pound of fuel per horse power an hour. Flying trains may be expected to cross the continent in two days, transporting freight at a cost of \$3 or \$4 a ton. The steam engine will yet be improved by a hundred inventors.

Though Mr. Murat Halstead did not get the Berlin mission, his fellow countrymen have by no means ceased to talk about him. One day it is announced that he is going to make the next Republican race for governor of Ohio; another day we hear on alleged good authority that he will be a candidate for United States senator in Mr. Payne's place.

A Mormon proselyter recently returned from Europe says that 1,000 converts will join the saints in Utah from Europe this summer. One ship has already brought 132. The elder said at present the brethren were receiving more men than women converts. This is reversing the usual proportion.

This spring has witnessed the heaviest rainfall in April and May that has been recorded since the weather bureau was organized.

The New York Sun has figured it out that on the first Sunday in June 119,464 persons went to see twenty-four baseball games in the Union.

Bradlaugh, the English Radical, demands that parliament shall cut down the wages of Queen Victoria. He thinks she does not earn it. The poor old lady only gets \$2,105,400 a year at present for her own expenses. It would be downright cruelty to diminish her supply of new caps and No. 6 shoes.

In 1896 Rhode Island adopted a prohibitory amendment to its constitution. Now, after three years' trial, it has been found to be unsatisfactory, and the question of repealing the amendment is to be submitted to the people. The vote will be taken on the 30th of this month. The people will then decide, after mature deliberation, whether they want prohibition.

Successive Ocean Steamer Records.

Fifteen days was considered very quick time in which to cross the Atlantic forty years ago. The steamers were very small. The iron screw propeller was not brought into use till 1855. It was not believed in at all, being tried first as a doubtful experiment. In 1856 a steamer made the ocean journey in 12 days, 6 hours and 7 minutes. It was as great an achievement then as the trip of the City of Paris in less than six days is now. In 1874 the Bothnia brought the time down to nine days. In 1876 the Britannic crossed in 7 days, 18 hours and 26 minutes. In 1887 the Umbria crossed the ocean in 6 days, 4 hours, 42 minutes. In 1888 the Etruria made the voyage in 6 days, 1 hour, 55 minutes. In May of this year the City of Paris crossed in 5 days, 23 hours, 7 minutes. When will this record be beaten?

The Fury of the Waters.

By the bursting of the South Fork dam at Johnstown, Pa., from 12,000 to 15,000 lives were lost and \$25,000,000 worth of property destroyed. Corpses floated down the Ohio river past Pittsburgh, seventy-eight miles west of Johnstown. The losses in New York, Pennsylvania, Maryland, Virginia and West Virginia from the great rainfall and flood will not fall short of \$40,000,000. The Johnstown calamity was the direst disaster by flood that has ever overtaken an English speaking people.

Fifteen years ago the dam at Mill River, Mass., burst, causing terrible ruin and loss of life. In China, for centuries, the banks of the low lying Yellow river have been dammed and diked up, as is done at present with the Southern Mississippi. Higher and higher above the heads of the people the levees were built, until two years ago, 1887, the mighty water rose in its strength, burst the bonds which held it as though they had been paper and destroyed half a million people.

Within a year two other artificial reservoirs, similar to that at Johnstown, have broken their banks and caused wide ruin and loss of life. The first was at Montreux, Switzerland, the second in South America. There was one feature common to all three of these dam disasters. The embankments were known to be unsafe. Repeated warnings had been given, which were heeded neither by the hapless souls who dwelt in the path of destruction, nor by those whose duty it was to see that the works were secure. In any case man's puny strength can never measure itself against the nature forces. Sooner or later, be his achievement what it will, they rise and overwhelm him. Hereafter men should think twice before damming up great reservoirs upon hills above towns and cities.

There remains to be recalled the awful devastation of the waters in the Straits of Sunda, in the volcanic eruption of Krakatoa in the summer of 1883. Following that eruption, tidal waves forty feet high swept the shores of the straits and islands. Forty thousand persons and islands by flood has come upon different parts of the earth in the past seven years. In 1883 and '84 in America happened the fearful successive floods in the Ohio valley. In the spring of 1883 occurred the breaking of the levees and the overflow of the Mississippi, bringing terrible destruction, sickness and loss of life. At Jackson, Miss., the river was at one time sixty miles wide. It would be interesting to know what peculiar atmospheric or planetary disturbance has been behind it all.

The strangest feature of all in connection with the floods and ruin in the United States is that the storm which wrecked Johnstown seems to have gone around the world. Within a day or two after our great storm, a hurricane and water spout caused great destruction and death at Reichenbach, Germany. The same day there came from the other side of the world news that 10,000 lives had been lost in a hurricane at Hong Kong.

Speaking of the protective tariff that has reduced the price of wool to our own growers, hampered our own manufacturers, and made the cost of living higher to our own people, the New York Times says that if wool were made entirely free, these conditions would be reversed. Wool would advance in price, though it would still be lower than duty paid wool now is. The chance to use foreign wool to mix with our own would increase the demand, while our mills would have an equal market with their competitors abroad. American skill and ingenuity, with the knowledge of the home market and its peculiar requirements, would give our mills an advantage over foreign mills, and woolen or mixed goods would be produced at a profit for the makers and still at cheaper rates for the consumers. The demand for all labor connected with the various industries, from that of the farmer to that of the operative, the machinist or the builder, would be relatively higher while the cost of living would be reduced. These are the plain facts that the farmers must study if they really wish to further their own interest. It is not a matter of theory, of abstract free trade or protection. It is a question of how a definite experiment, tried for twenty years and more, has resulted, and of how failure in that experiment can be changed to success in the opposite direction.

Johnstown Notes.

The payment of the men by the iron companies will have an immediate effect on the Relief Committee's work. It will mark the first strong movement toward self-subsistence by the citizens. Maj. Spangler says they are feeding from 21,000 to 23,000 daily at an average cost of 20 cents. The number was at one time as high as 29,000.

With the distribution of cash the local stores will be re-opened and food will be sold. While the ability of local merchants to handle supplies will not come up to the demand, it will make serious inroads on the relief work.

John Kerans, a workman from Bellefonte, fell asleep in a building in Cambria City last night. A big man woke him by kicking and beating him till he was insensible, and then stole his clothes and money. Kerans was badly hurt internally and was sent to the hospital.

On Thursday last 16 bodies were taken from the rubbish at Johnstown and on Friday 36. In one cellar the bodies of a family of six were found; the cellar was the one next their own; it was father and mother and four children.

Colonel J. L. Spangler, in charge of the commissary department, to day presented his weekly report to Adjutant General Hastings. The report shows that 25,000 people are being fed daily by the state, a reduction in number of 3,500 during the week. Colonel Spangler recommends that the relief money be turned over to the citizens and that the necessary supplies be purchased from the sixteen general stores and three bakeries now running here.

Town Clerk P. Fair, of Cambria borough has completed a list showing that in that place alone 325 houses have been entirely swept away. Not even a trace of them can be found.

The papers of our county in their conjectures of the majorities in this county on prohibition, put their estimates as follows:

- Centre Reporter from 1500 to 1800 for the amendment.
- Bellefonte Republican 1500 for the amendment.
- Centre Democrat, 2500 for the amendment.
- The Watchman, put the majority as small either way.
- The official majority is 1914 for the amendment.

Even the Sultan of Turkey, financially hard up as he undoubtedly is, has sent 200 pounds for the flood sufferers in Pennsylvania. Mr. Blaine returned thanks on behalf of the President and Government of the United States.

A thief stole some \$80 from a pocket book of Michael Harper of Aaronsburg, a few days ago.

Daniel Royer, of Miles boasts of a three legged calf.

Jacob Keen has his new barn up in Penn Twp.

The damaged turnpikes near Millheim have been repaired again.

Get a fly-net, cheaper than elsewhere, at Booser's saddlery.

Announcements.

PROTHONOTARY.

We are authorized to announce that M. J. Gardner, of Howard borough, will be a candidate for Prothonotary, subject to Democratic caucuses.

We are authorized to announce that L. A. Shafter will be a candidate for Prothonotary, subject to Democratic caucuses.